

Banks.**THE NATIONAL BANK OF CHINA, LIMITED.**

Authorized Capital 1,000,000
Subscribed Capital 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. Chow Tung Shang, Esq.
Chan Kit Shan, Esq. W. Wotton, Esq.
C. J. Hirst, Esq. Kwan Hoi Chuen, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Branches:—London, Yokohama, Shanghai, Amoy and Fuchow.

BANKERS:—

The Commercial Bank of Scotland, Paris Banking Co. and The Alliance Bank (Ld.)

Interest for 12 months Fixed, 5 per Cent.

CURRENT ACCOUNTS 3 1/2

Hongkong, 12th December, 1892. 18

NEW ORIENTAL BANK CORPORATION, LIMITED, (IN LIQUIDATION).**PAYMENT OF FIRST DIVIDEND.**

NOTICE is hereby given that a FIRST DIVIDEND of 20 Per Cent. will be PAYABLE ON APPLICATION, at the Office of the NEW ORIENTAL BANK CORPORATION, LIMITED, in LIQUIDATION, on and after the 16th instant, to all Creditors whose CLAIMS have been received and admitted.

Deposit Receipts, Bills of Exchange, &c., must be handed in before the Dividend can be paid.

E. W. RUTTER,

Attorney for the Liquidator, Hongkong, 16th January, 1893. 162

Insurance.**THE STANDARD LIFE ASSURANCE COMPANY, ESTABLISHED 1825.**

INVESTED FUNDS 7,000,000 Stg.
ANNUAL INCOME 900,000 Stg.

BOARD OF DIRECTORS, SHANGHAI:

AUGUSTUS WHITE, Esq.

F. H. BELL, Esq.

JAMES L. SCOTT, Esq.

NEIL MACLEOD, Esq., M.D., Medical Officer.

W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:

Amoy—Messrs. Brown & Co.

Canton—Messrs. Rowe & Co.

Chefoo—Messrs. Corns & Co.

Fuchow—Messrs. Philips & Co.

Hankow—Messrs. W. Forbes Sharp & Co.

Kobe—Messrs. Brown & Co.

Nagasaki—China & Japan Trading Co., Ltd.

Newchwang—Messrs. Bandinel & Co.

Ningpo—Gustav Kullman, Esq.

Peking—Dr. Dudgeon, Medical Officer.

Swatow—Messrs. Bradley & Co.

Tientsin—Messrs. Wilson & Co.

Yokohama—Messrs. Fraser, Farley & Co.

The Standard is an old and wealthy Scottish Office, well-known throughout India and the East, and has acquired a marked character for sound and liberal management.

DODWELL, CARILL & Co.,

Agents, Hongkong, Standard Life Office.

679-5]

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Underwriters are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates, and a guaranteed Bonus equal to that paid by the local Offices.

S. J. DAVID & Co.,

Agents, Hongkong, 1st November, 1892. 139

GENERAL NOTICE.**THE ON TAI INSURANCE COMPANY, LIMITED.**

CAPITAL, PAID UP \$833,333-33

RESERVE FUND \$31,000-00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUE, Esq.

LOU TAO SUN, Esq.

MANAGER—HO AME.**MARINE RISKS ON GOODS, &c., taken at CURRENT RATE to all parts of the world.**

HEAD OFFICE, 8 & 9, PRAYA WEST

Hongkong, 17th December, 1892. 869

NOTICE.**THE MAN ON INSURANCE COMPANY LIMITED.**

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,

Secretary, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1893. 1149

Notices of Firms.**NOTICE.****MR. JOHN HUGHES LEWIS is AUTHORIZED to RISE to Sign our Firm from this date.**

DOUGLAS LAPRAIK & Co.,

Hongkong, 20th December, 1892. 1266

Hasonic.**VICTORIA LODGE**

HONGKONG, No. 1025.

A REGULAR MEETING of the above LODGE will be held in the PARLOR, 1025, Victoria Street, on MONDAY, the 23rd instant, at 8.30 for 9 p.m. precisely. Visiting Brothers are cordially invited.

Hongkong, 17th January, 1893. 169

Intimations.**THE WEST POINT BUILDING COMPANY, LIMITED.**

NOTICE is hereby given that the FOURTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Offices on WEDNESDAY, the 25th January, 1893, at 12 o'clock NOON, for the purpose of receiving the Report of the Board of Directors together with the Statement of Accounts for the year ending 31st December, 1892.

The REGISTER of SHARES will be CLOSED from Saturday the 21st to Wednesday the 25th January, 1893; (both days inclusive) during which period no TRANSFER OF SHARES can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency Company, Limited,

General Agents for The West Point Building Company, Limited,

Hongkong, 7th January, 1893. 178

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.**NOTICE TO SHAREHOLDERS.**

THE FIFTY-THIRD ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, BANK BUILDINGS, Queen's Road Central, on MONDAY, the 30th instant, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts declaring a Dividend, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th instant, inclusive.

By Order of the Board of Directors.

T. ARNOLD,

Secretary, Hongkong, 12th January, 1893. 194

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the FIFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, VICTORIA BUILDINGS, on TUESDAY, the 31st of January, 1893, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors, together with the Statement of Accounts for the year ending 31st December, 1892.

The REGISTER of SHARES of the Company will be CLOSED from Monday the 23rd to Tuesday the 31st January, 1893, (both days inclusive), during which period no TRANSFER OF SHARES can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary, Hongkong, 13th January, 1893. 199

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Office, VICTORIA BUILDINGS, on FRIDAY, the 3rd of February, 1893, at 12 o'clock P.M., for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the twelve months ending 31st December, 1892.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday the 26th January to Friday the 4th February, 1893, (both days inclusive), during which period no TRANSFER OF SHARES can be registered.

By Order of the Board of Directors.

A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency Company, Limited,

Agents for the Kowloon Land and Building Company, Limited,

Hongkong, 18th January, 1893. 1113

K E B A O,**SOCIÉTÉ ANONYME FRANÇAISE.**

CAPITAL 4,000,000 FRANCS.

LA SOCIÉTÉ KÉBAO (TONKIN), dont l'administration est confiée à la Société de Navigation et qui est seule FOURNISSEUR DE LA MARINE FRANÇAISE AU TONKIN, dont le Charbon est brûlé d'une façon régulière à bord des Steamers des MESSAGERIES MARITIMES, et en particulier à bord du Hatphong, vient introduire ses Charbons sur la place de Hongkong en confiant la vente de son Agence à la maison

SHEWAN & Co.,

Praya Central, Hongkong,

à partir du 1er Novembre, 1892.

Le Directeur Général de Kéba.

HENRY PORTAL.

Kéba, le 10 Décembre, 1892. 142

THE DAIRY FARM COMPANY, LIMITED.**NOTICE.**

ON and after the 1st January, 1893, the following PRICES will be charged for MILK.

For 1 or 2 Half Pint Bottles per Day—10 cents.

3 1/2 4 do. do. do. 9 "

5 6 do. do. do. 8 "

7 or more do. do. do. 7 "

By Order of the Board.

W. HUTTON POTTS,

Secretary, Hongkong, 30th December, 1892. 146

NOTICE.**THE MARIA CHRISTINA CIGAR DEPOT,**

No. 6, D'AGUIAR STREET, HONGKONG.

HAS received from their MANUFACTORY in Manila some specially-made CIGARS for CHRISTMAS PRESENTS.

The CIGARS from this MANUFACTORY have obtained PRIZES at all the EXHIBITIONS for excellence of Leaf and Workmanship.

An inspection is respectfully solicited.

Hongkong, 14th December, 1892. 141

J. D. KILEY,

MANUFACTURER OF

BALLOONS, PARACHUTES, TENTS, &c.

No. 3, JUBILEE STREET,

Hongkong.

Hongkong, 1st January, 1893. 169

Intimations.**LANE, CRAWFORD & CO.**

HAVE RECEIVED THEIR NEW STOCK OF

SADDLERY

Racing Saddles 3 lb. & 5 lb. Saddle Cloths, Weight Cloths, Clothing, Bridles, Racing and Driving Reins.

JOCKEY WHIPS, DRIVING WHIPS.

Surcingle, Girths, Rollers, Stirrup Leathers and Webs, Headstalls, Crupper, Martingales, Halters, Hunting Crops,

POLO BITS.

Box Spurs, Racing Spurs, Hunting Crops.

STABLE BRUSHES AND REQUISITES.

Riding Boots, Jockey Boots, Boot Tops, Boot-top Liquid, Saddle Soap, Brown Leather Paste.

Hongkong, 28th December, 1892. 1074

KELLY & WALSH, LD.**IMPORTERS OF CIGARS, TOBACCOS AND CIGARETTES.**

Fresh supplies to hand of the following popular Brands of

TOBACCOS:

Will's Three Castles.

Will's Gold Flake Honey Dew.

Will's Traveller Brand.

Pioneer Brand.

Capitan Navy Cut.

Ogden's Best Bird's Eye.

Ogden's Silver Veil.

Ogden's Navy Cut.

Ogden's Fruit and Honey.

Dollar Brand.

Happy Thought.

Golden Eagle.

Star Mixture.

CIGARETTES.

Sweet Caporal.

Kinney's Straight Cut.

Otto de Rose.

Ogden's Yellow Flash.

Ogden's Bird's Eye.

Three Castles.

Will's Firefly.

MANILA CIGARS.

Compania General Brands.

London.

Regalia Britannica.

Regalia Imperial.

Orientales.

KELLY & WALSH, LIMITED

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 5th January, 1893. 17

MOUTRIE, ROBINSON & Co.

(UNDER HONGKONG HOTEL) HONGKONG.

PIANOS ON HIRE.

FROM \$8.00 PER MONTH INCLUDING TUNING.

PIANOS TUNED—Single Tuning...\$5

do. do. Every alternate month...\$15 per annum.

do. do. do. month...\$48 do.

INCLUDING ALL MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD CONDITION.

1581

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1893.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS:—"CENTRAL, SHANGHAI."

666

F. E. REILLY,

PROPRIETOR.

W. POWELL & CO.

WARM UNDERCLOTHING

FOR LADIES, GENTLEMEN AND CHILDREN.

FLANNELS, BLANKETS, EIDER-DOWN QUILTS, HOSIERY, &c., &c.

HEATING & COOKING STOVES, all sizes.

W. POWELL & CO.

Hongkong, 16th January 1893 16

THE IMPERIAL HOTEL LTD.

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Intimations.

VICTORIA DISPENSARY.

FLUID EXTRACT OF MALT.

THE use of that extremely valuable Food and Remedy EXTRACT OF MALT has been retarded by its usually viscid condition; to obviate this objection we have prepared a FLUID EXTRACT OF MALT as easily poured out of the bottle and measured into doses as any other Fluid.

It contains as much of the DIASTASE as any viscid EXTRACT OF MALT and is therefore fully as active in tissue forming and digestive power.

Two tablespoonfuls of our FLUID EXTRACT OF MALT contain more nutritive and digestive value than a pint of the strongest Ale or Stout. In 11b. bottles 75 cents. Per dozen \$8.00. Hongkong, 12th January, 1893.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money. The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices. In ordering it is only necessary to state the name and quality of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per Case	Per Bottle
A. Alto Douro, good quality, Green Capsule.....	1.00	1.00
B. Vintage, superior quality, Red Capsule.....	1.10	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	1.25	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	1.50	1.50

	Per Case	Per Bottle
SHERRIES.		
A. Delicate Pale Dry, dinner wine, Green Capsule.....	0.50	0.50
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	0.75	0.75
C. Manzanilla, Pale Natural Sherry, White Capsule.....	1.00	1.00
D. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	1.00	1.00
E. Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	1.10	1.10
F. Extra Superior Old Pale Dry, very best quality, Black Seal Capsule (Old Bottled).....	1.35	1.35

	Per Case	Per Bottle
CLARETS.		
A. Superior Breakfast Claret, Red Capsule.....	4.50	4.50
B. St. Estephe, Red Capsule.....	4.50	4.50
C. St. Julien, Red Capsule.....	7.50	7.50
D. La Roze, Red Capsule.....	12.00	12.00
E. Sainte Foy.....	8.50	8.50
F. Coteaux.....	12.50	12.50
G. Coteaux Haut Brion.....	17.00	17.00
H. Coteaux Mouton d'Aram.....	20.00	20.00

	Per Case	Per Bottle
HOCKS.		
Nierstein.....	12	12
Hockheimer.....	20	20
Rudelsheimer.....	24	24

	Per Case	Per Bottle
BURGUNDIES.		
Chablis, white wine.....	12	12
Meurault, superior white wine.....	16	16
Volsay, very superior white wine.....	19	19

	Per Case	Per Bottle
MADEIRA AND CHAMPAGNES.		
Full particulars of various brands on application.		

	Per Case	Per Bottle
BRANDY.		
A. Hennessy's Old Pale, Red Capsule.....	13	13
B. Superior Very Old Cognac, Red Capsule.....	15	15
C. Very Old Liqueur Cognac.....	20	20
D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule.....	30	30

	Per Case	Per Bottle
WHISKY.		
SCOTCH.		
A. Thorne's Blend, White Capsule.....	8	0.75
B. Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark.....	8	0.75
C. Watson's Abolour-Glenlivet, Red Capsule, with Name and Trade Mark.....	8	0.75
D. Watson's H.K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10
F. Daniel's Finest Very Old Scotch Whisky.....	10	1.00

	Per Case	Per Bottle
IRISH.		
A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10

	Per Case	Per Bottle
AMERICAN.		
Genuine Bourbon Whisky, Fine Old, Red Capsule, with our Name & Trade Mark.....	10	1.00

	Per Case	Per Bottle
GIN.		
A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unsweetened, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	5.25	0.50

	Per Case	Per Bottle
R.M.		
Finest Old Jamaica, Violet Capsule.....	12	1.00
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Lecard Island.....	\$5.50 per Gallon.	
Good Lecard Island.....	\$5.50 per Gallon.	

	Per Case	Per Bottle
LIQUORS.		
Benedictine, Maraschino, Cherry Cordial, Benedictine, Benedictine, Benedictine.....		

	Per Case	Per Bottle
PRICES ON APPLICATION.		
THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.		
Hongkong, 12th January, 1893.		

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters of Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learned on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address "Telegraph," Hongkong.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.

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TO SUBSCRIBERS.

Subscribers to "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

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Subscribers to "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

Capt. Clutterbuck (H.M.S. *Caroline*) and Mrs. Clutterbuck, Capt. Balfour (H.M.S. *Mercury*) and several other Naval officers were home by the *Managers* to-day, instead of waiting for the *Tamar* next week.

"Oh! my friends, there are some spectacles that a person never forgets!" said the lecturer, after a graphic description of a terrible accident. "I'd like to know where they sell 'em," remarked an old lady in the audience.

The following rules, according to the New Orleans *Times Democrat* were adopted at a meeting of young and female stenographers and typewriters, and are now published for the benefit of that necessary and ornamental order of office decorators, and for the enlightenment of their employers:—

Don't bleach your hair until you have secured a position.

Don't stately your speed when applying as more than two words a minute unless you can write fifty.

Don't take more than two hours for lunch. Don't get to the office later than 11 o'clock if the paper time is 10.

Don't worry if you can't read your notes—stenographers seldom can.

Don't ask for a day off more than five times per week.

Don't use the telephone more than six hours a day—give the firm a show.

Don't forget to write all your personal letters during office hours.

Don't buy any postage-stamps—the office owes them to you.

Don't clean the typewriter—let the office boy do the house time is 10.

Don't invite yourself to lunch with the boss—let him ask you.

Don't bother with the junior partner.

Don't fail to own the boss.

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female medical missionary in Canton refused to treat the two classes professionally for the reason that it would injure her medical and social standing. Many of those missionaries are arrogant rogues and hypocrites. [This is rather rough on her, but it is probably true.]

One of them, an Englishman, in Newmarket one of them, an Englishman, in Newmarket one of them, an Englishman, in Newmarket.

On the latter's return they refused to pay the woman her wages, then due for a year, because she had broken her contract by the misconduct named. In Cheloo, a married missionary seduced a female missionary and when detected in *flagrant delicto* laid all the onus upon the woman who "tempted" him.

In Swatow one of them owned a number of Chinese miserably housed from which he drew a miserable revenue. In most of them so far as I have ever learned, did any of the missionaries take any steps to punish the malefactors.

When the traveler in China sees a particularly fine house and grounds, on inquiry he will find it to be tenanted by a missionary. If it does not actually belong to one of the Missions.

When he meets a pompous white person carried on the shoulders of two, four or eight coolies, with all the trappings and accompaniments of rank and station, he will usually find it to be a missionary, sent out specially to convert the heathen.

These modern evangelists have generally their wives and families with them, occupy fine houses, indulge in a large retinue of servants, are well paid, and supplied with luxuries altogether unknown to them in their poorer days at home. Living and service in the Middle Kingdom are ridiculously cheap.

At home the average gospel glider is fortunate if he can afford to keep one servant. Hundreds, however, in China, there is not one missionary, male or female, who has less than two. They always keep a cook, a house-boy, a coolie and two chair coolies. These *jeu de valets* assistants are notoriously close and stingy in their dealings with their servants, and are often summoned to the consular courts at the Treaty ports for non-payment of wages.

Although shunned by the consuls, merchants and residents generally, they take no hints, but are perpetually begging subscriptions for various purposes, such as chapels in the interior, sick Christian converts, schools, church-organs, bibles, clocks, hospitals, asylums, and apothecary shops. They raise large amounts of money in this manner, but seldom or never report the fact truthfully at home. On the contrary they usually state it as "native or Chinese contributions," and so give the impression that they have enthusiastic and generous converts. As a matter of fact their alleged converts do not give a cent a year, never did, and never will.

Nearly all the missionaries engage in trade more or less, and have an unenviable reputation for not strictly adhering to their business transactions to the Golden Rule. The poor and meek apostle becomes rapidly changed in this Far East into a pretentious magnate, with a predilection for "squeezing" when opportunity offers.

Thus they secure medicines and surgical goods from liberal manufacturers in England and America on the representation that they will introduce them among the natives and so build up a special trade. As a matter of fact they use the consignments for the benefit of themselves and friends and in increasing the income of the so-called Christian hospitals, asylums, and pharmacies which they either own or control. In this manner normal trade is undoubtedly injured to a very appreciable extent.

Our missionary friends import laudanum, morphine in bulk and in pills, and other opiate preparations, and retail and wholesale them to the natives for the purpose of curing the habit of opium-smoking. The result has been the creation of a morphine habit, worse than the one which it displaced. Then to cap the climax, some of the men engaged in this questionable business have taken strong ground in public against the poppy culture and have signed and circulated the petitions asking the British Government to suppress the opium-commerce of India with China. It is but fair to add that the English and American missionaries have vigorously denounced this morphine industry, but they are a small minority to whom their colleagues neither pay respect nor owed consideration to listen.

Although the missionary is a failure as a propagandist, he is doubtless of great service to the different European Governments as a political catspaw. When England or France wish to foment trouble or seize a desirable location in Asia or Africa, the missionary is the ready tool with which to do it. A few families are incited to go into the coveted territory. Naturally, the result is much the same as if a fanatic Buddhist or Mohammedan came into one of the country towns in Britain or the United States to vilify and abuse the infidel Christian religion. The missionary complains of his ill treatment. Of course his Government, with much parade of orthodox indignation, takes his side. Reparation and compromise are evaded, and the outcome of it all is that the coveted territory is finally seized. An impartial examination of all wars and territorial seizures in Africa and Asia by England and France will usually find the missionary as the instigator of the original sin.

The worst Chinese riot in 1891 was occasioned by an English missionary buying four children from their mothers. He paid the penalty of violating both English and Chinese law with his life. If, however, he had escaped, he would have taken the ground that he was justified in his crime because in that manner he could save the souls of the four orphans he purchased from their Pagan surroundings.

McDONALD.

CASSELL & CO'S MAGAZINES.

Cassell's *Saturday Journal* for December, to hand by the last mail, is the second monthly part of the new series, in which this diverting periodical has been considerably enlarged. The space devoted to engravings and humorous cuts has also been somewhat limited, in order to leave still more room for reading matter; but the pictures have not by any means been entirely banished, but more than make up in excellence and spirit for the curtailment. Of the more serious portions of this very varied periodical, the best are chatty interviews with William Croft, the veteran wild beast dealer, of Manchester; with a professional football player, with London "cabbies," with Jerome K. Jerome, with Corwell the aeronaut, with Mr. Henry Russell, the octogenarian composer, and with Reform agitators of 1866. There are also exceedingly entertaining tales of prison life, of man-of-war experiences, of coroners' juries. There are many other bits of real interest and of literary style, and thousands of small stories, anecdotes, jokes, and items of general information, selected with the very best judgment. Those who like to read long serial stories will find Mr. George Manville Fenn's "Witness to the Dead" equal to anything ever written by this well-known author.

The *Quiver*, usually better in its pictures than anything else, has this month quite a large number of short stories which are above the average. "Uncle Jack" and "Miss Edith's Boy" are capital stories, with admirable illustrations; and among the "Short Stories" are several good items, notably a speaking likeness of Dr. Boyd Carpenter and a picture of a Buddhist temple in the heart of China.

Work fully bears out the testimony of the "Saturday Review" that there is not a single person of ordinary intelligence and strength who could not learn from *Work* in a short time how to make a living. The series of articles on Design and Decoration in all ages is a perfect treasure of art, besides being written in a bright and attractive style. The D.C. member number also gives some valuable wrinkles in botanical amusements, for those who like to run a hobby without going too hard at it. Photographic and chemical experiments and apparatus are described by an old hand, in a manner which cannot fail to prove of great use. The mass of solid technical and scientific information, on all subjects connected with practical mechanics, given in this periodical is in itself worth the price of issue many times over, since the editor takes care always to have contributions from experienced and reliable men, whose articles are worthy to go before all the world.

TO FAR CATHAY.

XVII.

HISTORIC LINKS.

As a nation of shipowners we account ourselves the foremost in the world, and "behaving as such" we take a constant delight in commenting on the folly of our American cousins in destroying their own splendid maritime commerce. When we look back at the time of the China clippers, one gains some idea of what America might have been to-day in the ocean-carrying trade but for her peculiar political call.

And yet we gave her the lead in her maritime development, as well as the later, in her backward policy, just as she gave the lead in clipper-building. It is worth while gathering up the threads of this history.

The curious Act (37) of George III. remained in force until 1847. It authorized the Directors of John Company to make such regulations, as they thought fit with respect to trade, to be carried out in other than English-built vessels, but it made an exception in favour of America. United States ships were enabled to clear out from English ports to China, while English merchants (other than John and his licensees) could not send a British ship there.

This was the effect of Act 59 of George III. which permitted United States vessels to clear out from any port of the United Kingdom for the principal British settlements in the East Indies, such as Calcutta, Madras, and Bombay, etc., with any goods which could be legally exported in British-built vessels to such settlements, and under the same regulations as applied to British vessels. It was chiefly under the shelter of the latter Act that American ship-owners were enabled to send their ships to London, there to load, not for the British settlements specified in the Act, but for China, where at the time John Company held an exclusive monopoly. Now China was not mentioned in the Act, but whether accidentally or designedly omitted cannot now be said, and it has been sometimes maintained that the Americans were really violating treaty-law when sending their ships to China. Canton, however, was claimed as definable as a British settlement in the East, being within the area of John's charter, and the Government had not the courage to argue the point.

What they got by luck the Americans maintained by skill, and down to the first decade of the second half of the century they "took the cake."

The really bitter were indeed bad times for the British ship-owners, what with the effects of the old Navigation Laws, and the start which America had been able to obtain in the Eastern trade. Not until 1852 did we really begin to feel the benefit of the freer system of trade, but in the meantime the timidity of ship-owners at new conditions had led to a cessation of building and to a consequent scarcity of tonnage, which has been very marked since 1854. The high freight which resulted from this condition of things were largely scooped up by the Yankees, who were building eagerly. When the Crimean war broke out in 1854, there was something like a ship-famine. Then followed the opening of our own coasting-trade by the repeal of the only remaining clause of the old law, and the proclamation against privateering.

The tremendous demand for transport-vessels, added to the existing demand already in excess of supply, caused such a run of freights as we have never seen since. Timber freights from Quebec jumped from 20s. to 55s. per ton, and shipbuilders now better remembered with orders. The freight for coal to Constantinople was more than doubled in a very short time, and reached £70 per keel, or nearly £3, 10s. per ton. The homeward rates from India ran up from 50s. or 60s. to 180s. per ton. For transports the rates went up to 30s. per ton per month for sailing-vessels, and 65s. per ton per month for steamers, because France was in the market as well as England, and some of our ship-owners made better business out of the French Government than they could out of our own.

With 1854, then, began a tremendous boom in shipbuilding, which soon turned the balance the other way—that is to say, more ships than charters. The transport rates for steamers declined from 65s. to 35s. per ton per month, but even at the lower rate there was not employment for all the new boats which had been hurried into the water, and which, therefore had to have trades found for them. It is to this period that we owe the initiation of many of the existing coasting and foreign lines of steamers, and the displaced sailing-vessels which had also been extensively built all over the country, so that even before the war came to an end, there was a reaction in shipping which developed later into a crisis. For the Americans, too, had been overbuilding, tempted by the remunerative freights in the Californian trade, and by the year 1857 the ports of both countries were crowded with vessels of all sizes and classes, for which there seemed no employment.

Then came the Indian Mutiny, the simultaneous crushing of a whole series of English and Scotch banks, and the failure of a small army of mercantile and shipping firms.

Ship-owners declared that all the big profits made during the Crimean war had been all lost, and more also. Perhaps this was not strictly accurate, or, at any rate, not universally correct; but the plaint lent a pathetic interest to the movement now set on foot for the amelioration of the condition of British shipping. The agitation was fomented all over the country, and resulted in the appointment of a Parliamentary Committee to inquire into "the operation of certain burdens specially affecting merchant-shipping."

One of these burdens was admitted to be the law of the United States which excluded British ships from the trade between the Atlantic and the Pacific ports of that country, even round Cape Horn, although American ships were allowed to participate in the carrying-trade between the United Kingdom and British possessions and dependencies in the East. Even our own coasting-trade, as well as the foreign and colonial trade, was open to the American flag, we were shut out from the coasting-trade on both coasts of the North American Continent, and also from what was, to all intents and purposes, the foreign voyage from New York to San Francisco. And it was just the profit of this monopoly that enabled the Americans to end us out of the China trade.

The prosperity of British shipping in the years 1852 and 1853 has been recorded by Tooke in his "History of Prices," and by others. The price of first-class vessels rose from £11 to £22 per ton, and clipper-built ships of lower class rose from £6 to £12 per ton. Such was the immunity of the carrying-trade that although our ports were now open to foreign vessels, there was not tonnage enough to meet the demand for transport. Freight doubled, as has been said, nearly all round—in the South American, West Indian, Baltic, and Black Sea trades. Among other instances it may be noted that coal freights from Newcastle to London rose to 12s. and 13s. per ton. Grain freights rose most quickly, the Odessa rate reaching 120s., and it was these high rates and the consequent long prices for wheat that gave an impetus to the export of grain from the United States.

It was, however, when shipbuilding was at its worst, both in England and in America, that the Americans sent forth their biggest venture in clipper building. This was the *Great Republic*, measuring 305 ft. in length, by 53 ft. beam, and 30 ft. depth of hold, and registering 3,400 tons (although originally designed to register 4,000 tons). She was one of the first vessels to be fitted with double trunks, and she had a small steam-engine on board for working the winches, heaving anchor, etc. The *Great Republic* belonged to Law & Co., of New York, and was sent across with 3,000 tons of guano to find employment in London—making the run to the Scilly Isles in 13 days. But she was too big for either the China or the Colonial-trade, and was taken up by the French Government as a transport. What became of her subsequently we know not.

It was in the first decade of the second half of the century that the tide of shipping began to turn, and that the new race of English clippers began to come forth—slowly and tentatively at first, but then as fast as they could be built. The story of the building of these pioneers, and of the performance of some of the more notable clippers, has already been told in these pages, but a few links need to be picked up to bring us on to the age of steam.

By the year 1850 we had won back from the Americans the greater portion of the China trade. Green's *Challenger* had beaten the Yankee *Challenge*, and the *Great Republic*, the *Sydney*, the *Ocean*, the *Kala*, the *Calcutta*, and the *Falcon* were

